

Lackawanna

*The Route
of Phoebe Snow*



PHOEBE SNOW — 1904



PHOEBE SNOW — 1944

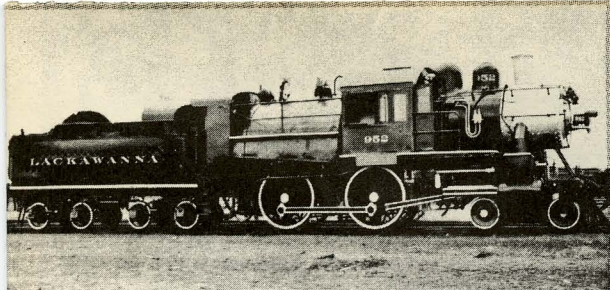
**Brief History of the Railroad
with Photographs and
Description of its Motive Power**



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PHOEBE SNOW — 1944



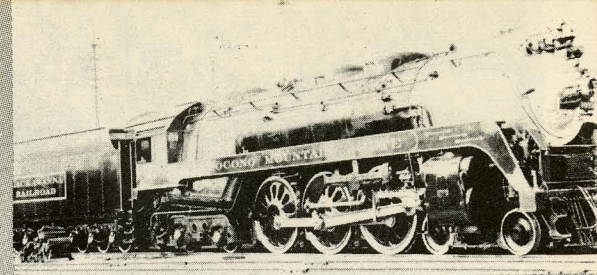
No. 952—Exhibited at New York World's Fair
As a Memento of the Past

The Lackawanna Railroad is recognized as a famous scenic route of the East. Its reputation for service, both passenger and freight, is an enviable one. The picturesque valleys and impressive mountains along the Route of Phoebe Snow possess a special appeal for travelers, attracting vacationists the year round.

The appealing geographical formations, with all their beauty, provide problems of operation for the Lackawanna. Tremendous power is needed to haul heavy, modern passenger and freight trains over the Pocono Mountains.

To overcome numerous curves, grades and other natural obstacles, and to maintain fast schedules and through heavy traffic, the Lackawanna has followed the wise policy of maintaining its motive power to the utmost of effectiveness.

Locomotives have been designed and built to serve the unique needs of the Lackawanna and its patrons. Older locomotives have been rebuilt and modernized, thereby adding many years to their usefulness.



No. 1939—Exhibited at New York World's Fair
As the Locomotive of Today

THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

● The main line of the Lackawanna Railroad extending from tide-water at Hoboken, N. J., to Buffalo—a distance of 396 miles—is the shortest rail route between Metropolitan New York and the West. This railroad, traversing the states of New Jersey, Pennsylvania and New York, serves such famed regions as the great commercial center of New York City, northern New Jersey, the celebrated Delaware

Water Gap, Pocono Mountains and the anthracite coal mines in northeastern Pennsylvania, the Finger Lakes country of the southern tier counties of New York, and the vast Great Lakes territory adjacent to Buffalo. With this panorama unfolding before his eyes, the traveler journeying between New York and Buffalo can readily appreciate the significance of the title, "the Route of Scenic Charm."

The History of the Road

● When the Ligget's Gap Railroad, the first link in the system, was opened to traffic in 1851, it was intended to be only a local road intended to develop the anthracite industry. This line extended from New Providence (Scranton), Pa., to Great Bend (Hallstead), Pa., where by interchange agreement the tracks of the New York and Erie Railroad were used to Owego.

In the same year, 1851, the Company acquired by lease the Cayuga and Susquehanna Railroad, extending from Owego to Lake Cayuga. Thus, by using a connection with the Erie Canal at the north end of Lake Cayuga, an outlet to the East and West was provided for the shipment of coal. In that year the name was changed to Lackawanna and Western Railroad Company.

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The road as it existed in the early 70's extended from Hoboken to Great Bend, a distance of 188 miles. In addition, there was the Cayuga and Susquehanna running from Owego to Ithaca, which, as

previously stated, was reached by using the tracks of the New York and Erie between Great Bend and Owego.

In 1873, the Lackawanna and Bloomsburg Railroad, extending from Scranton to Northumberland, was merged with the Lackawanna. Within the next few years, the Greene Railroad, the Oswego and Syracuse, and the Utica, Chenango and Susquehanna, which companies comprise the present Syracuse and Utica division, were acquired by lease.



● In addition to the main line extending from Hoboken to Buffalo, the Company operates 602 miles of branch lines. The chief of these are the branches running from Scranton to Bloomsburg and Northumberland, from Binghamton to Syracuse, Oswego and Utica, and from Owego to Ithaca.

The entire main line of the road is of multiple track construction and is laid with rail weighing up to 130 pounds to the yard. From Hoboken to Dover, the point of heaviest traffic, there are seven tracks, three via much of the Newark-Morristown line and four tracks on much of the Boonton Line.

Among the Company's notable engineering achievements are Tunkhannock Viaduct, largest concrete viaduct in the world, nineteen miles west of Scranton, and Pequest Fill, greatest railroad embankment in the world, near Slateford Junction.

The rolling stock includes 700 locomotives, 900 passenger cars, 753 company cars, and 25,000 freight cars of all classifications.

The Marine Department operates 275 vessels—tugs, lighters, barges, coal and grain boats and auxiliary equipment. This department, operating fifteen up-to-date ferry boats, transports daily thousands of passengers across the Hudson River. More than a thousand marine workers are required to operate the fleet.

Total capital expenditures by the Company to 1933 amounted to more than \$332,000,000. This sum represented an investment of approximately \$332,000 for each mile of the Company's 998 miles of roadway, which indicates a high degree of development.

The Lackawanna today has on its payrolls over 15,000 employees earning about \$2,000,000 monthly in salaries and wages.

The Modern Railroad

Construction was started in 1869 on the Valley Railroad, running from a point near Great Bend, Pa., to Binghamton, N. Y., a distance of fifteen miles. In 1882, the largest single link in the Company, the New York, Lackawanna and Western Railroad Company, extending from Binghamton to Buffalo—three hundred miles—was thrown open to traffic. These latter two links thus established the Company as a trunk line road—giving direct rail access from the Atlantic seaboard to the Western frontier at Buffalo.

The Lackawanna has important freight terminals at Hoboken, on the Harlem River in uptown Manhattan, and on the East River in Brooklyn, serving shippers and receivers in the Metropolitan area. At Buffalo, on Lake Erie, and at Oswego, on Lake Ontario, the Company also maintains complete port and land terminal facilities.

Two ticket offices in New York City in addition to passenger terminals at West 23rd Street, Christopher Street, and Barclay Street, provide convenient service for the traveler. The Company's centrally located passenger station in Buffalo is used by the Nickel Plate and the Baltimore and Ohio railroads.

The largest freight and passenger terminals on the railroad are in Hoboken. They cover 225 acres. The passenger terminal is served by seventeen tracks and six ferry slips. The freight terminal, bordering on the Hudson River, has a capacity of 3,100 cars. Commodious dock and pier facilities, for transshipment and local delivery, are included in the Hoboken terminals.

The Lackawanna Terminal Warehouse borders on the freight yards in Jersey City. This huge fire-proof structure has more than 1,250,000 square feet of floor space.

The commuter traffic of the Lackawanna is among the densest anywhere. Each business day more than 72,000 passengers are transported to and from offices and workshops in the Metropolitan area.

The lines serving the suburban districts are electrified. Change over from steam to electricity, completed in 1931, was necessitated by the growth of commuter traffic.



A. No. 93. A light six-wheel switcher used in making up trains, serving industrial plants and yards. This locomotive was built in Paterson, N. J., at the Cooke Works, in 1903. Construction number (American Locomotive Co.) 27,269, cylinders 19" by 24", diameter of driving wheels 51", weight of engine 129,224 lbs., boiler pressure 170 lbs.

B. No. 171. This eight-wheel switch engine is used in transfer work, and in making up and breaking up freight trains. It is occasionally used to switch passenger equipment. The locomotive was built by the Lackawanna at its Scranton Shops in 1914. Cylinders 22" by 28", diameter of driving wheels 57", weight of engine 208,000 lbs., boiler pressure 200 lbs.

C. No. 242. An interesting, heavy, eight-wheel switch engine, used primarily for heavy-duty switching in freight yards. This locomotive was designed by the Lackawanna's mechanical forces and built in the Company's shops at Scranton, in September, 1934, from an old 2-8-2 (Mikado) type locomotive No. 1214, cylinders 27" by 30", diameter of driving wheels 58", weight of engine 266,600 lbs., boiler pressure 210 lbs.

D. No. 425. A Winton Diesel-Electric switch engine built by the Winton Engine Corporation in 1934. As switching is done at low speed, the value of the Diesel-Electric as a switch engine is enhanced by the tremendous power it develops upon starting. In comparison, a steam locomotive does not develop its greatest horsepower until operating at high speed. This locomotive has a 660 horsepower, weighs 204,150 lbs., and develops a tractive effort of 61,000 lbs. at starting.

E. No. 355. A light 2-8-0, or "Consolidation," type locomotive used on branch lines, industrial sidings, freight pickup service, or for general utility purposes when a light freight engine is desired. Certain jobs require something lighter than a heavy modern locomotive. The 355 does those jobs on the Lackawanna. It was built by the Schenectady Works of the American Locomotive Company, in 1910, construction number 47,958. Modernization was achieved by the application of a superheater and other appliances designed to increase efficiency.

F. No. 1252. A heavy 2-8-2, or "Mikado," type locomotive, used in pickup service, mine runs, switching, transfer and as a helper-engine on heavy grades. This engine was built at the Schenectady Works of the American Locomotive Company in 1918, construction number 60,254, cylinders 28" by 30", diameter of driving wheels 63", weight on driving wheels 254,500 lbs., weight of engine 321,000 lbs., boiler pressure 200 lbs.

G. No. 2130. A large 2-8-2 type freight locomotive operating on the main line and on principal branch lines where heavy rail and roadbed permit their use. They compare favorably in efficiency with the 1200 class engines and perform similar tasks. This engine was built at the Schenectady plant of the American Locomotive Company in 1923, and carries construction number 64,043, cylinders 28" by 32", driving wheels 63" in diameter, weight of engine 356,500 lbs., boiler pressure 200 lbs. A "Booster" on the trailing wheels adds 11,500 lbs. to the tractive effort.

H. No. 2223. An unusual 4-8-2, or "Mountain," type. It has three cylinders instead of two, the number generally used on locomotives. The extra cylinder creates a more even pull, and adds about fifty per cent to the power of the engine. This type locomotive is used primarily in slow freight service on the main line. It has proven ideal for hauling heavy trains of anthracite from the Scranton region to tidewater. This locomotive was built at the Schenectady Works in 1926, construction number 66,976. Cylinders on the outside of the engine are 25" by 32". The third cylinder, between the frames, is 25" by 28". Diameter of driving wheels 63", weight on driving wheels 275,000 lbs., weight of engine 395,000 lbs., boiler pressure 200 lbs.

I. No. 978. One of the older and larger 4-4-0 type, commonly called the "Standard Eight Wheel," or "American," type. It burns anthracite, and after being rebuilt and modernized, has rendered excellent service on branch lines pulling light trains. These locomotives were well known to commuters as "Camelbacks," when they had a separate cab for the engineer (see the 952). They once pulled fast, through trains, but as the weight of equipment increased, heavier engines were required, and they were placed in suburban service where they remained

until released by the electrification of that area. Those that were not scrapped were modernized and are now used on branch lines. This engine was built at the Schenectady Works in 1901, construction number 5,797, cylinders 21" by 26", diameter of driving wheels 69", weight on driving wheels 109,500 lbs., weight of engine 167,700 lbs., boiler pressure 185 lbs.

J. No. 546. Small general-utility locomotives of this type are too light for service on the main line. They operate on branch lines and industrial sidings where light rail and roadbed preclude the use of larger locomotives. This engine was built by the American Locomotive Company at its Schenectady plant in 1909. It carries construction number 46,150. It is of the 2-6-0, or "Mogul," type, with cylinders 20 1/2" by 26", diameter of driving wheels 63", weight of engine 171,500 lbs., boiler pressure 200 lbs.

K. No. 1101. This 4-6-2, or "Pacific," type locomotive, the first of its kind used on the Lackawanna, was designed to burn anthracite. It was originally used on through main-line trains until their increasing weight exceeded its capacity. The engine was then used on branch lines and today handles commuters between Washington, N. J., and Hoboken. It was built at the Schenectady Works in 1912, construction number 51,348, cylinders 25" by 28", diameter of driving wheels 73", weight on driving wheels 179,500 lbs., weight of engine 284,000 lbs., boiler pressure 200 lbs.

L. No. 1123. One of the more interesting 4-6-2, or "Pacific," type locomotives on the Lackawanna. It was designed to burn anthracite, and for use in high-speed main-line service. Recognizing the modern trend, the Lackawanna's Mechanical Department "streamlined" the locomotive. It is now resplendent in stainless steel, beautifully set off by red and green trim. Streaking across the rolling country of Western New York State, the 1123 creates an impressive picture. Built at the Schenectady Works in 1920, construction number 61,793, cylinders 25" by 28", diameter of driving wheels 79", weight on driving wheels 199,000 lbs., weight of engine 311,900 lbs., boiler pressure 225 lbs.

M. No. 1451. A remarkably efficient and free running 4-8-2, or "Mountain," type engine, the 1451 was originally con-

structed as a three-cylinder locomotive. It was rebuilt as a conventional two-cylinder type. Although generally used for mountain work it may be pressed into service for fast, heavy main-line passenger trains. Built at the Brooks Works in 1925, construction number 66,164, cylinders 28" by 32", diameter of driving wheels 73", weight on driving wheels 256,000 lbs., weight of engine 382,000 lbs., boiler pressure 220 lbs.

N. No. 1505. This 4-8-4, or "Pocono," type locomotive is used on heavy, fast passenger trains over the mountainous territory of the Lackawanna. It is one of the largest of its type ever built, and one of the more powerful. It is capable of hauling twelve cars over the Pocono Mountains with the aid of a helper-engine. This photograph shows the locomotive decorated in honor of the last trip of the famous veteran Engineer, John Draney, who served the Lackawanna for over fifty years. Built at the Brooks Works in 1927, construction number 67,530, cylinders 27" by 32", diameter of driving wheels 77", weight on driving wheels 269,000 lbs., weight of engine 421,000 lbs., boiler pressure 250 lbs.

O. No. 1649. An efficient and well-designed 4-8-4, or "Pocono," type engine. This locomotive can handle heavy merchandise freight trains as well as make scheduled time on the Lackawanna Limited without great strain. It was built at the Schenectady Works in 1934, cylinders 28" by 32", diameter of driving wheels 74", weight on driving wheels 274,000 lbs., weight of engine 447,000 lbs., boiler pressure 250 lbs. These huge engines are daily setting high standards of schedule maintenance, which means much to shippers of freight.

P. No. 1151. This 4-6-4, or "Hudson," type locomotive is the latest in heavy, modern high-speed motive power. Intended primarily for heavy, fast passenger service across the rolling country between Scranton and Buffalo, it has demonstrated its ability to handle trains of considerable tonnage over the heavy grades of the Pocono Mountains. Built at the Schenectady Works in 1937, construction number 68,910, cylinders 26" by 30", diameter of driving wheels 80", weight on driving wheels 198,000 lbs., weight of engine 375,000 lbs., boiler pressure 245 lbs.

BACK TO PHOEBE SNOW

• Phoebe Snow, the Lackawanna Girl of the Floradora era, has been reincarnated. The original pin-up girl of swains in pointed-toe shoes was acclaimed in verse and song forty years ago. She returns to the American scene as a service woman intent upon hastening Victory.

The decision to revive the Phoebe Snow theme was prompted by the readiness with which people around the country associated the Lackawanna with the mythical Phoebe Snow. The enduring good will value of the advertising, which despite its oblivion had lived through the years in the minds of countless Americans, impelled the Lackawanna to reintroduce the grace and charm of Phoebe Snow.

Typical of the jingles that accompanied the artists' conception of the Lackawanna Girl was the one in which Phoebe admits:

*"I won my fame and wide acclaim
For Lackawanna's splendid name
By keeping bright and snowy white
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The modern Phoebe Snow, in the service of her country, expresses the determination of the Lackawanna to exert every effort to move the men and materials of war with forthright speed and facility. She also pledges the Road to serve the civilian population to the best of its ability.

The following jingle, the first of the new series, strikes the keynote of Lackawanna policy during wartime:

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Lackawanna

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PHOEBE SNOW — 1944

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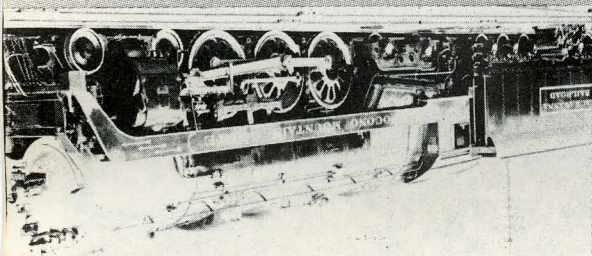
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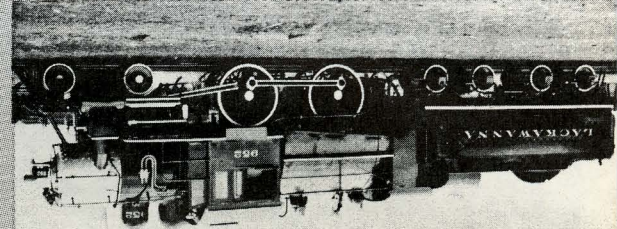


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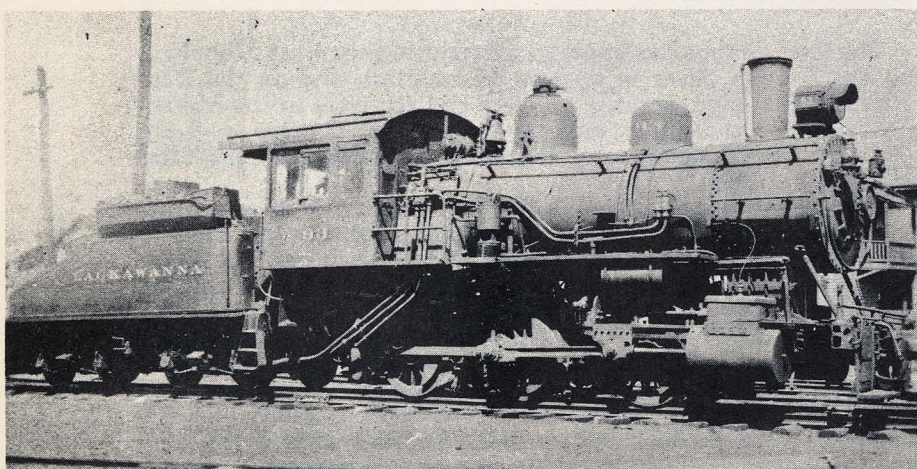


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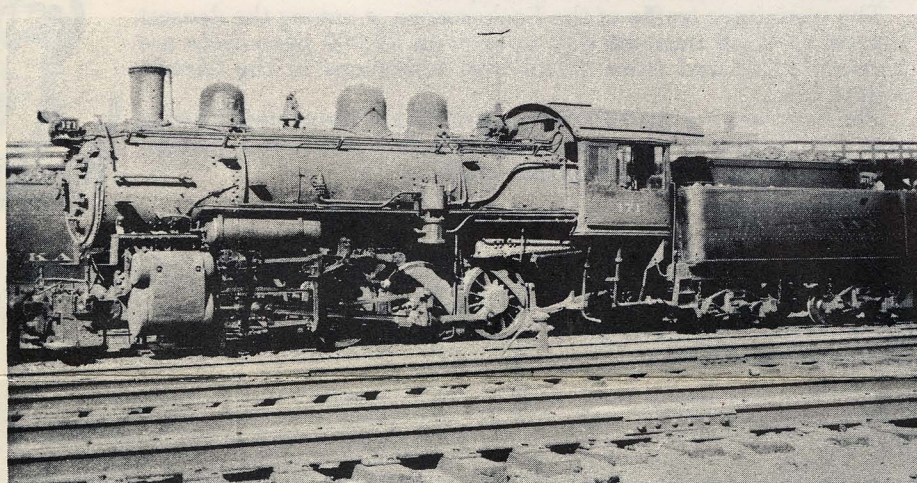
Contemporary Motive Power of THE DELAWARE, LACKAWANNA AND WESTERN RAILROAD COMPANY

SWITCHING SERVICE



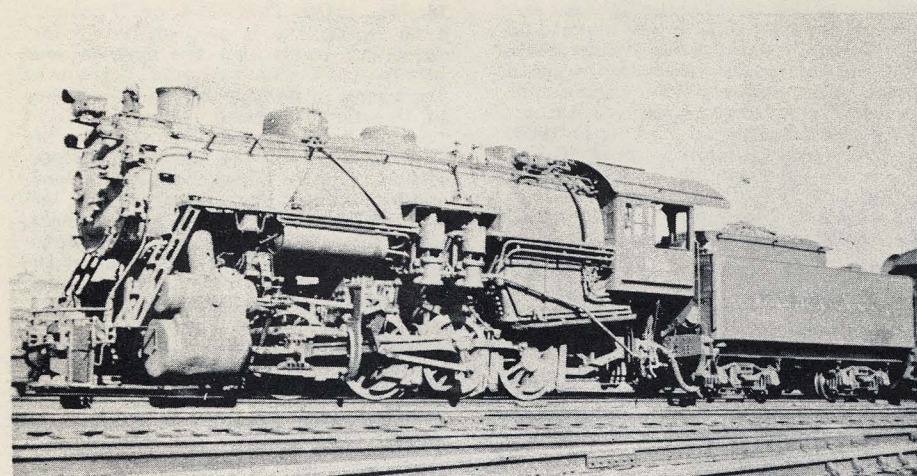
A. No. 93

Built — 1903



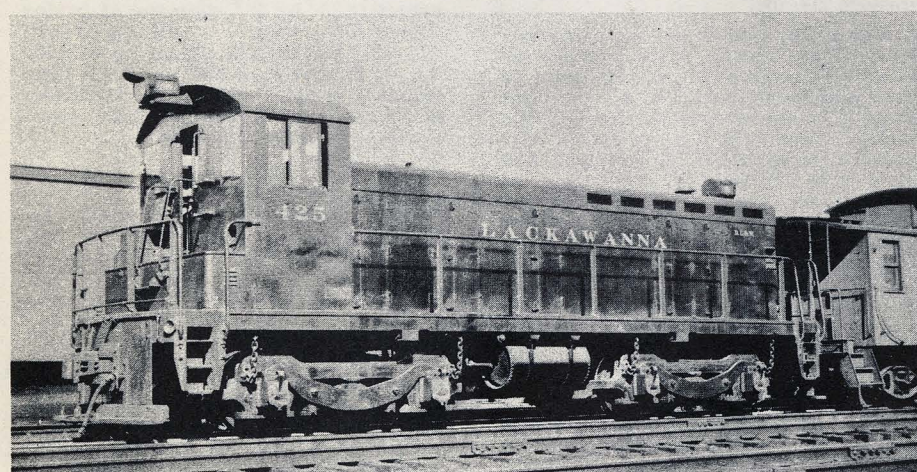
B. No. 171

Built — 1914



C. No. 242

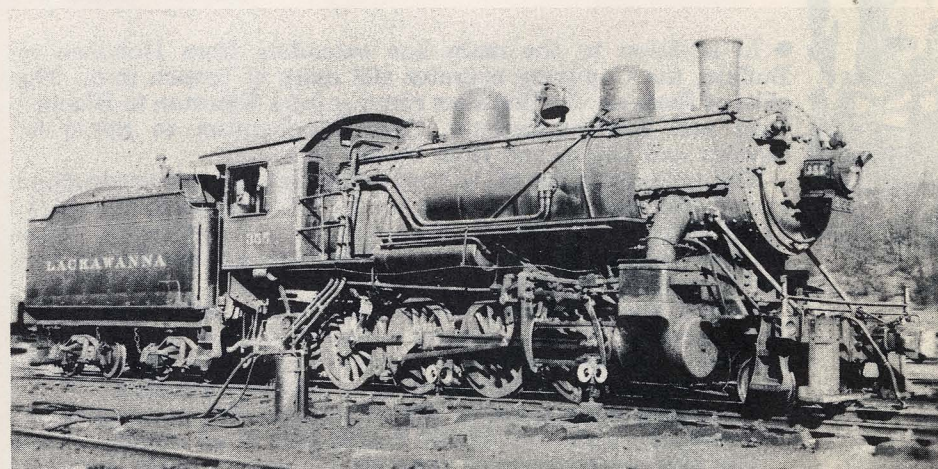
Built — 1934



D. No. 425

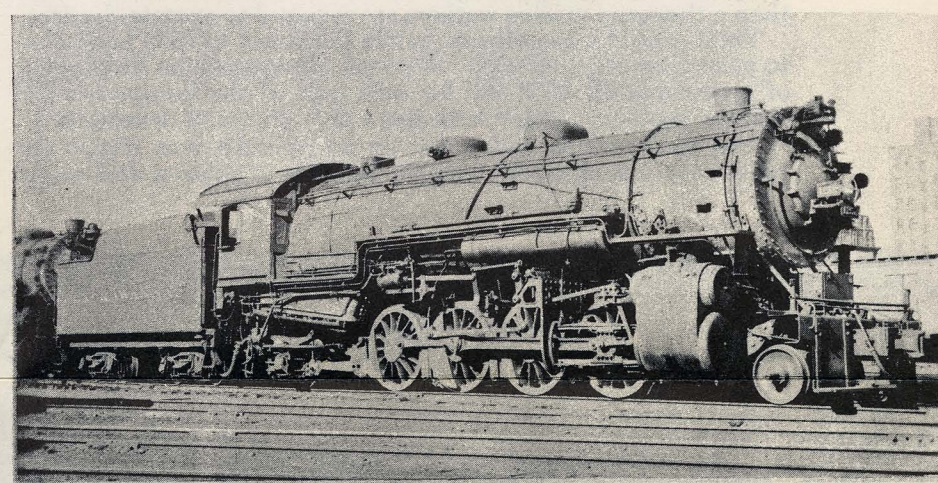
Built — 1934

FREIGHT SERVICE



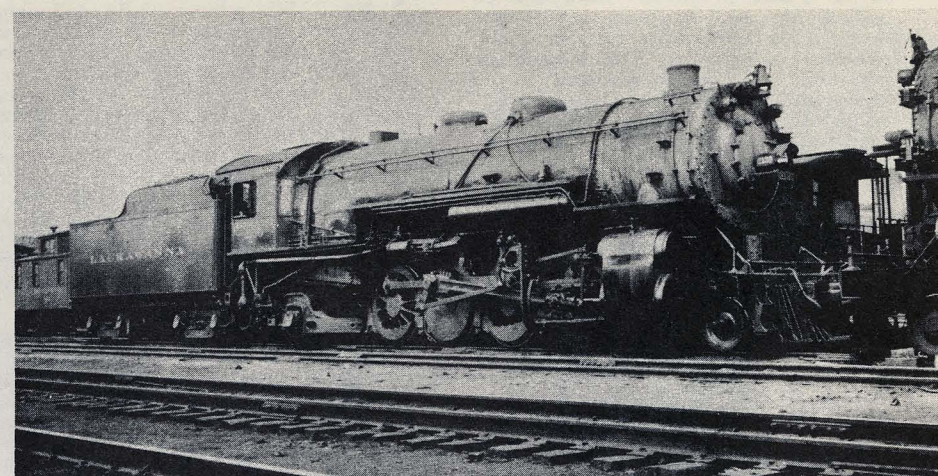
E. No. 355

Built — 1910



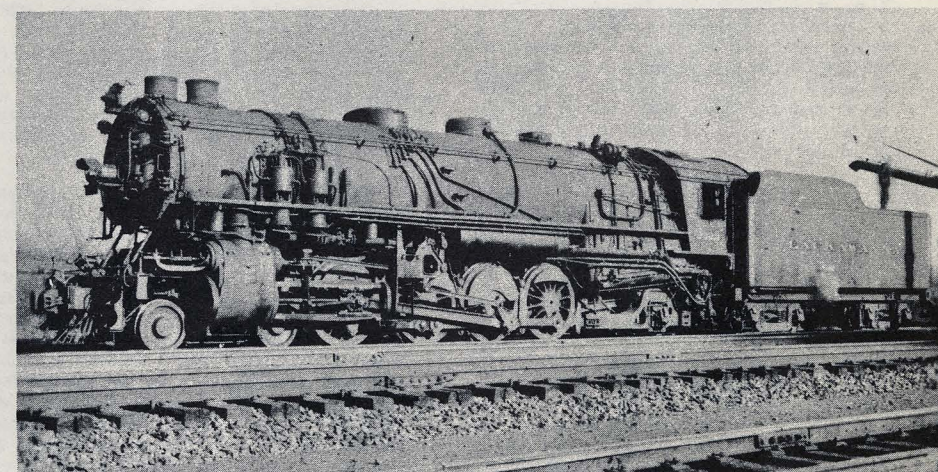
F. No. 1252

Built — 1918



G. No. 2130

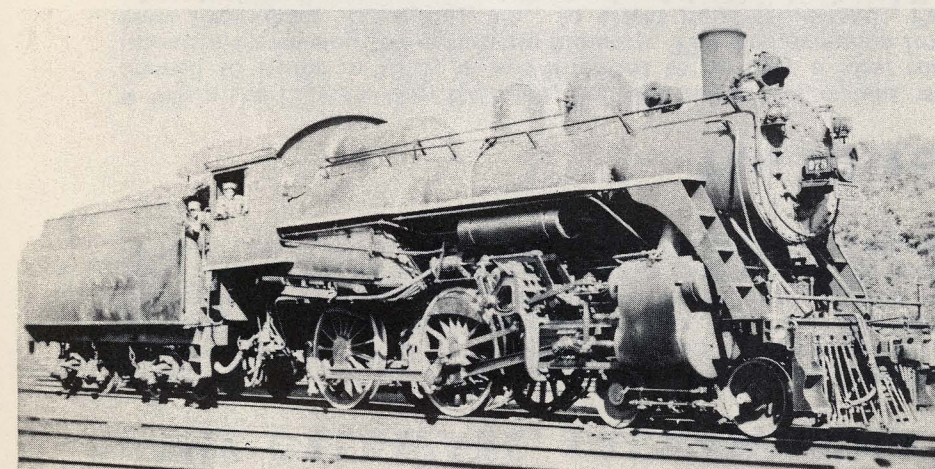
Built — 1923



H. No. 2223

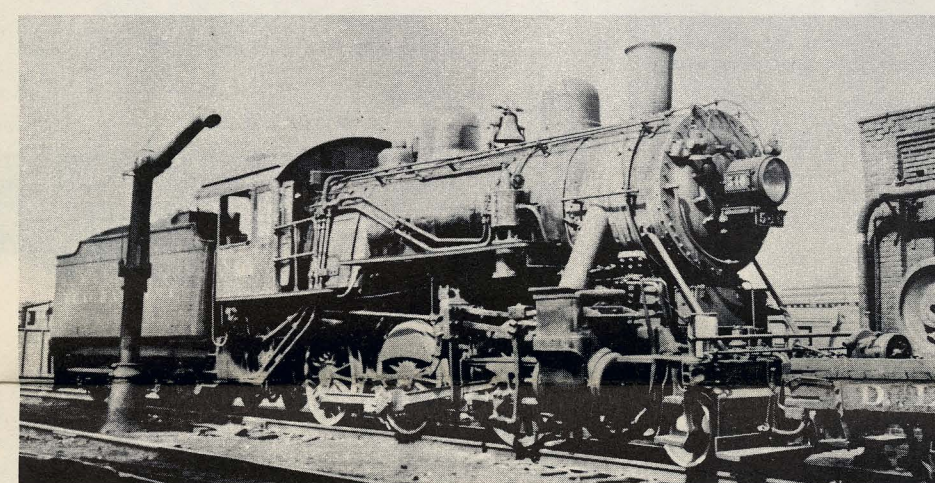
Built — 1926

LIGHT PASSENGER SERVICE



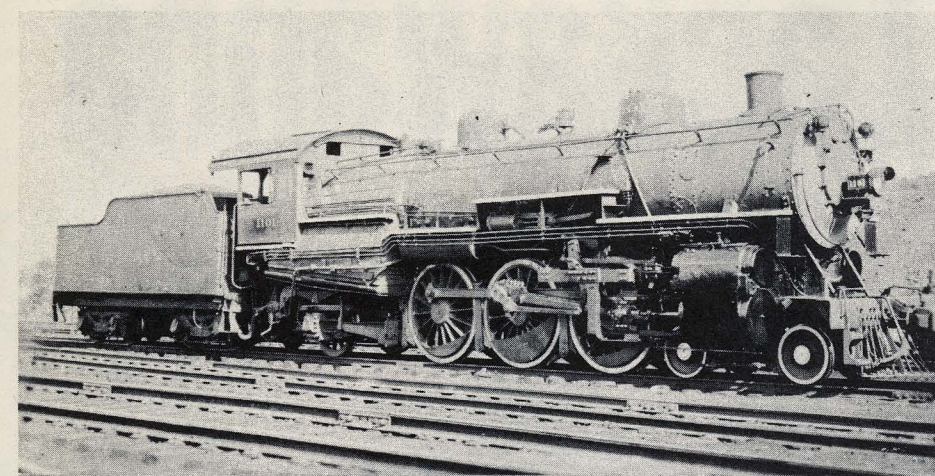
I. No. 978

Built — 1901



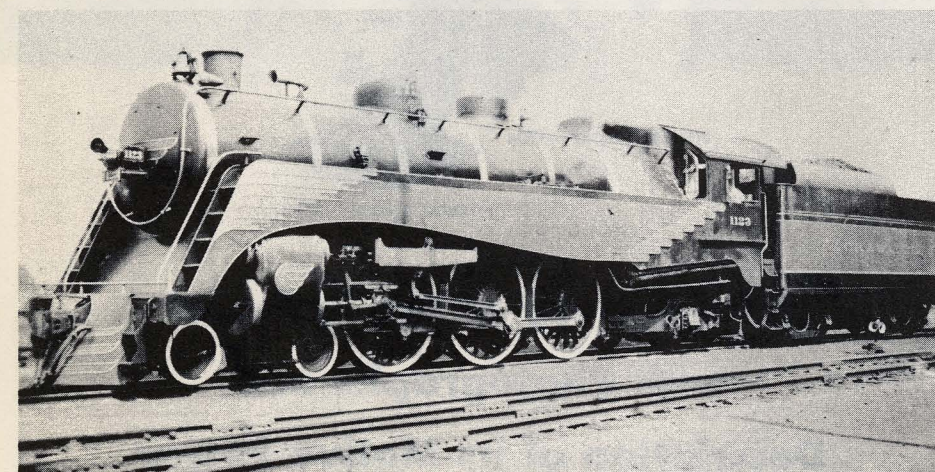
J. No. 546

Built — 1909



K. No. 1101

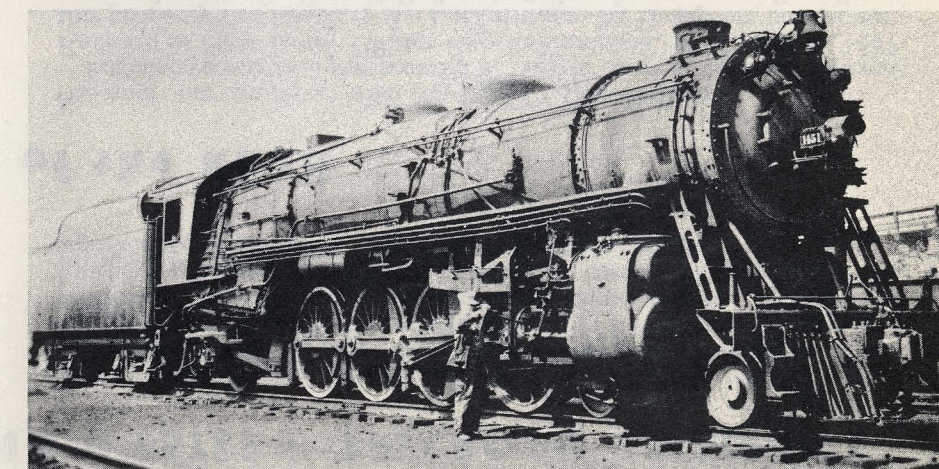
Built — 1912



L. No. 1123

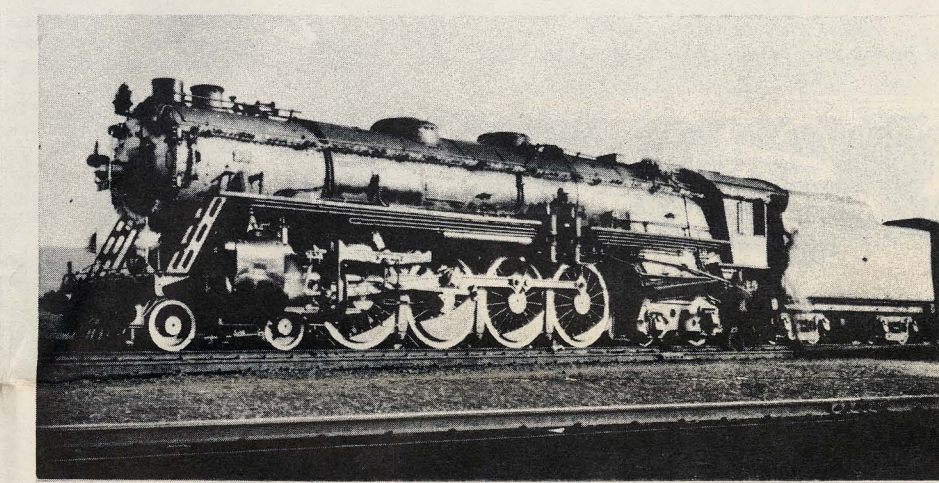
Built — 1920

HEAVY MOUNTAIN PASSENGER SERVICE



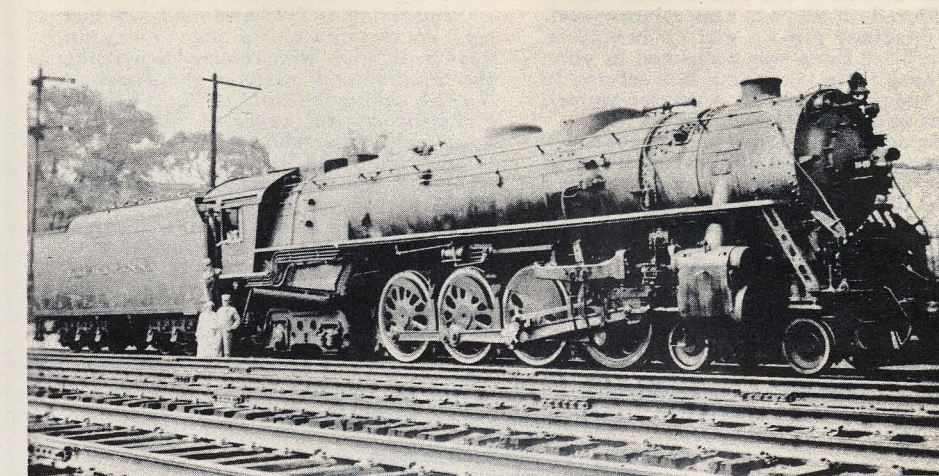
M. No. 1451

Built — 1925



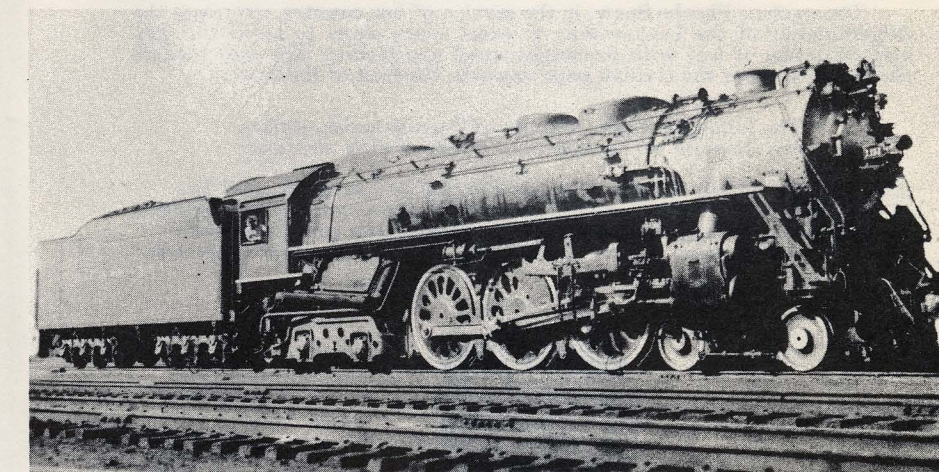
N. No. 1505

Built — 1927



O. No. 1649

Built — 1934



P. No. 1151

Built — 1937